

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **August 10, 2004, Work Session**

AGENDA ITEM NO.: 4

CONSENT:

REGULAR: **X**

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Alternative Selection for the Breezewood Drive Extension Project**

RECOMMENDATION:

Consider information presented by staff and comments from public hearing to select the preferred alignment for this project. City staff is recommending Alternative 3.

SUMMARY:

The purpose of this project is to improve traffic flow and increase safety at the intersection of Breezewood Drive and the Lynchburg Expressway. To accommodate this purpose, a new roadway will be constructed from the current location of Breezewood Drive to Lakeside Drive (Route 221) to form the fourth leg of the signalized intersection with Lakeside Drive and Jefferson Ridge Parkway. This improvement will allow motorists going to or coming from the Breezewood Drive area to use the traffic signal at Lakeside Drive and Jefferson Ridge Parkway. Currently, Breezewood Drive only has a direct unsignalized access to the Lynchburg Expressway. After this project is complete, the current intersection with Breezewood Drive and the Expressway will be made right-in/right-out only, significantly improving safety and further achieving the goal of making the Expressway a limited access facility.

This project also includes improving the existing portion of Breezewood Drive from Heritage Baptist Church to Stonemill Apartments. This part of Breezewood is an old county road that has experienced a high growth in traffic and is in need of improvement due to the narrow width and the sub-standard horizontal and vertical alignments. Traffic counts showing growth from the new apartment complex will be provided at the council meeting.

City staff proposed several different alignment options for this roadway extension to ensure that the best alignment was considered. The viable options presented by staff were narrowed to two different alternatives. Alternative 1 (see attachment) was the first alternative to be developed and was the only alternative shown to some of the major stakeholders about 4 to 5 years ago. Alternative 3 (see attachment) was a newer alternative presented to the stakeholders within the last year. Three public informational meetings were held within the last year with the stakeholders of this project to discuss the alternatives. At the last public meeting on July 31, 2003, City staff recommended Alternative 3 as the preferred alignment. This alternative was selected for several reasons including less impact to the small residential area to the north, less circuitous traffic route from the Expressway to Route 221, greater ability to control speeds on Breezewood with the implementation of stop signs, and more options to control queues that may develop from vehicles backing onto the Expressway.

Alternative 3 was presented at the last public informational meeting with almost all of the participants in agreement that it was the best option. Heritage Baptist Church was the only stakeholder to prefer Alternative 1 because it required less of their land and did not separate about 4 acres of land from their main campus tract. They also feel that Alternative 3 is not consistent with the Church's Master Plan (see attachment) submitted in 1999 as part of a Conditional Use Permit (CUP) that showed the road in a location that more closely matches Alternative 1 than Alternative 3. The same Plan does clearly state that the exact location of the road "Will be determined by the City Traffic Engineer". According to the CUP, the Church sanctuary is not to be expanded until the Breezewood Drive extension is constructed.

Staff is requesting Council to consider this information as well as information and comments obtained from the public hearing on July 13, 2004 to decide which alternative to carry forward to design. Once design of the selected alignment is complete, a final public hearing will be required before City Council can officially accept the design of this project. Presently, the schedule has construction starting in late summer 2006. Any delay in resolving the alignment issue will impact that schedule.

PRIOR ACTION(S):

November 14, 2000 – Council approved original budget of \$1,377,000 with \$1,347,000 reimbursable.
February 3, 2004 – Physical Development Committee- Informational Purposes
June 22, 2004 – Council Work Session Project Update
July 13, 2004 – Public hearing regarding the two alternatives (regular session).

FISCAL IMPACT:

Using revised cost estimates from the Virginia Department of Transportation (VDOT), the new costs for this project are approximately \$2,847,000 with \$2,790,060 reimbursable for a local share of \$56,940. The additional local money required in the future is included in the FY 2005 CIP.

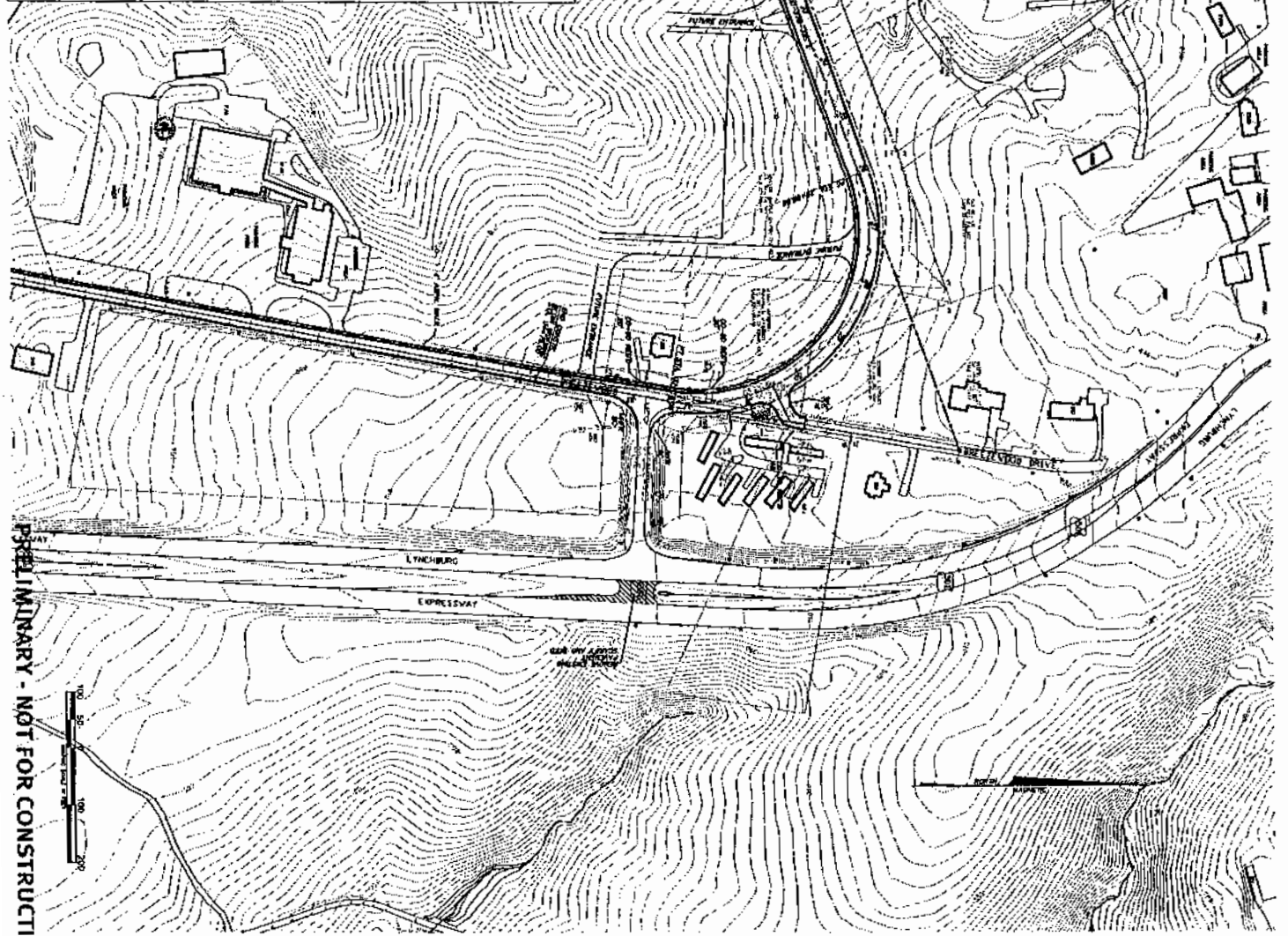
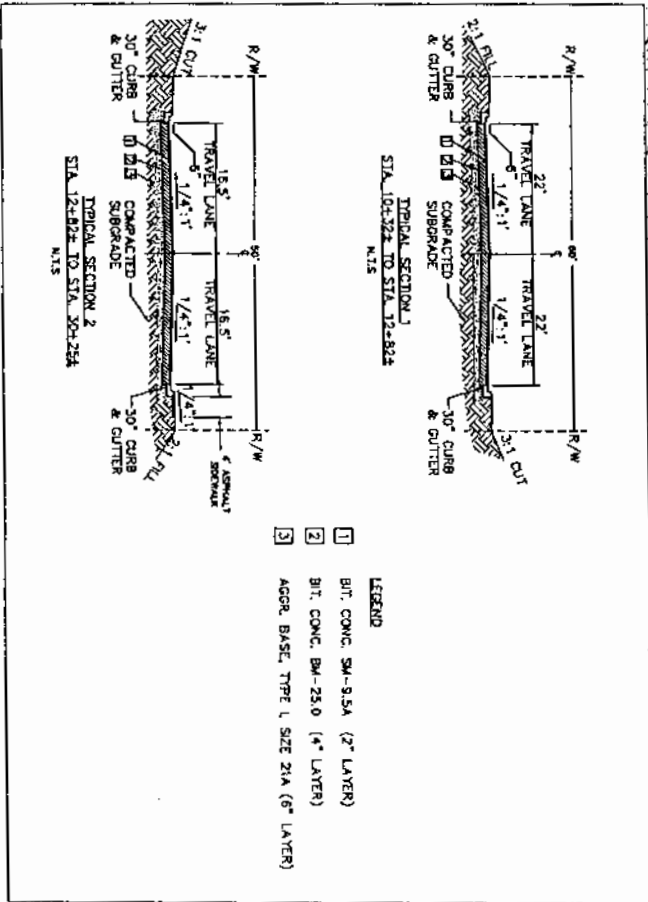
CONTACT(S):

Gerry Harter, City Traffic Engineer – 455-3935
Lee Newland, Director of Engineering – 455-3947
Bruce McNabb, Public Works Director – 455-3946

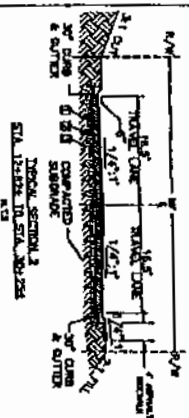
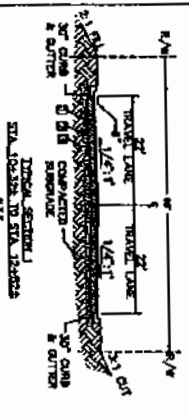
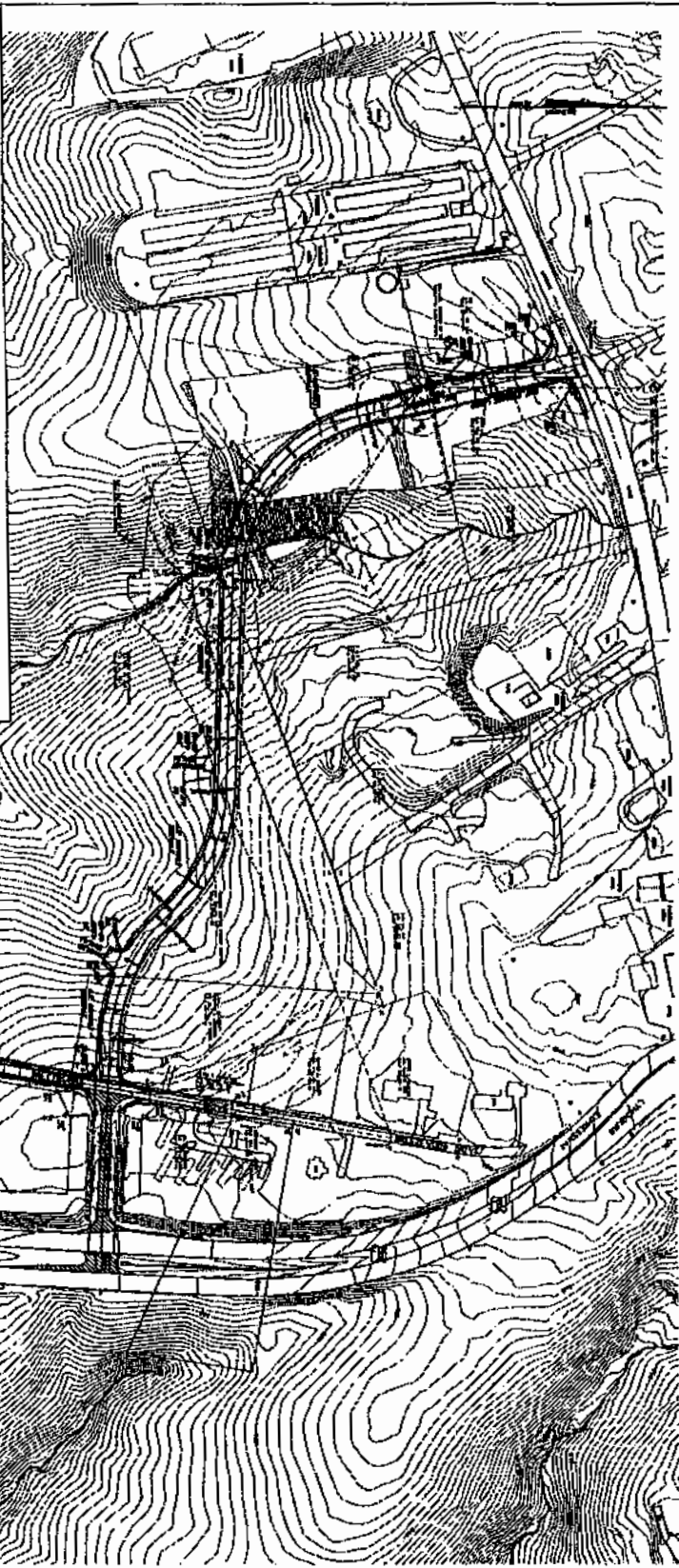
ATTACHMENT(S):

Alternative 1
Alternative 3
Heritage Baptist Church Master Plan

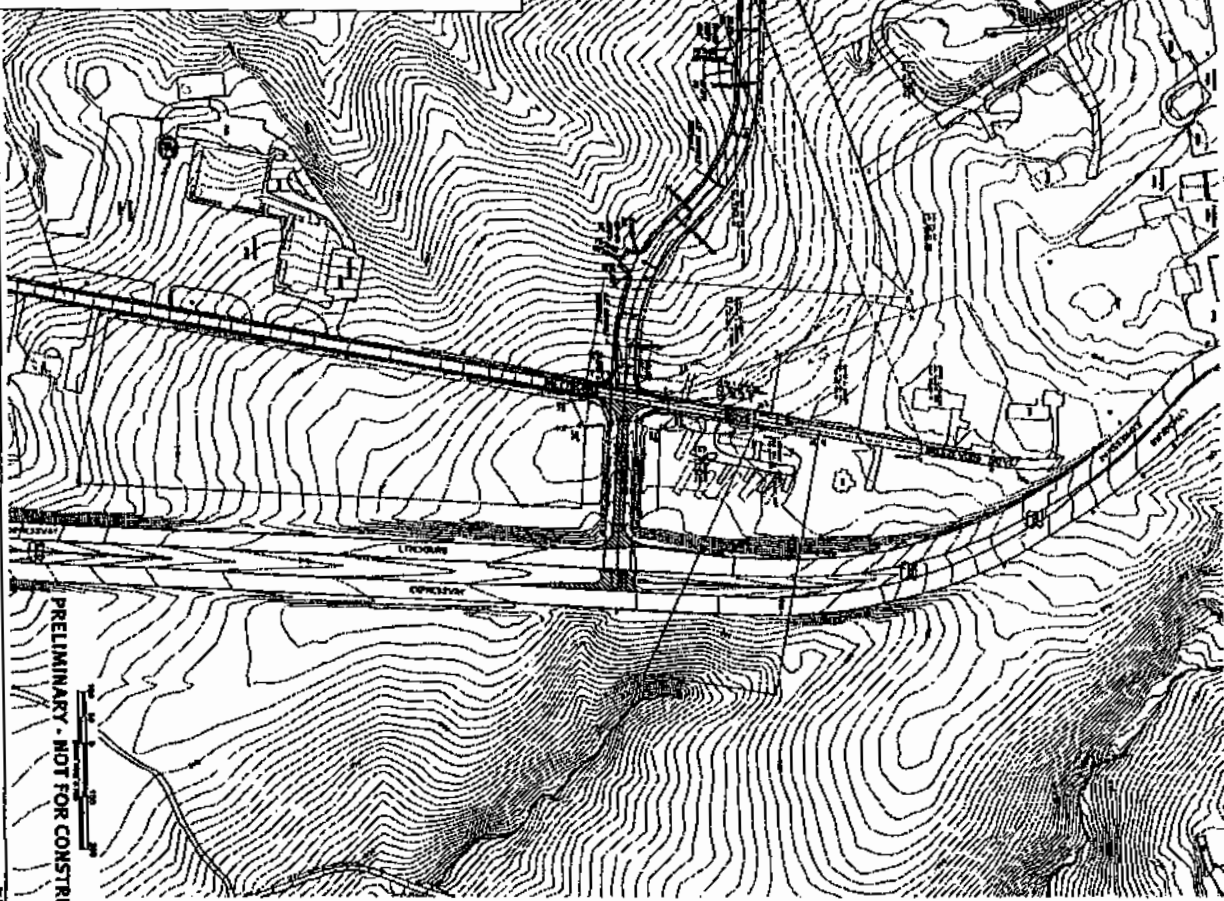
REVIEWED BY: lkp



PRELIMINARY - NOT FOR CONSTRUCTION



- LEGEND
- 1 BIT. CONC. 94-9.5A (12' LANE)
 - 2 BIT. CONC. 94-25.0 (1/2' SHOULDER)
 - 3 ASP. BASE, TYPE 1, 5% SLOPE (1/2' LANE)



PRELIMINARY - NOT FOR CONSTRUCTION

ALTERNATIVE 3 FOR

BREEZEWOOD DRIVE ROADWAY IMPROVEMENTS
LYNCHBURG, VIRGINIA

HURT & PROFFITT
INCORPORATED
1515 LANE, LYNCHBURG, VA 24501
804.315.4300 TOLL FREE
115.245.7724 FAX
115.245.3007 FAX



PROJECT NO.	2000-001
DATE	10/1/00
BY	ELIOTT
CHECKED BY	ELIOTT
DATE	10/1/00
PROJECT NO.	2000-001
SHEET NO.	2 OF 4
HURT & PROFFITT	

